

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	USSR (Black Sea)/Rumania	REPORT	
SUBJECT	Harbors at Odessa, Novorossiysk, Batumi, and Poti, USSR	DATE DISTR.	1 September 1954
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

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2. On page 2, paragraph 1b, second section, read Platonovskiy for Platononski.
3. On page 3, paragraph 3, second section, the river referred to as the Yanouc is probably the Chakvis (N 41-43, E 41-43).

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NAVY Review Completed

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25 YEAR RE-REVIEW

STATE	#X	ARMY	#X	NAVY	EV	#X	AIR	#X	FBI	#X	AEC			
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(NOTE: Washington distribution indicated by "X", Field distribution by "#")

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REPORT

COUNTRY USSR (Black Sea)/Rumania

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SUBJECT Harbors at Odessa, Novorossiysk, Batumi, and Poti, USSR

DATE DISTR. 8 July 1954

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1. Odessa Harbor, as of October 1953 (see Annex A)

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a. Approach

Entrance to the harbor of Odessa was authorized through the SE channel (item 1) only. Entrance through the middle and north channels (items 2 & 3) was forbidden, allegedly because of mines. There was a 5 sec. white flashing buoy $\frac{1}{2}$ sm NE from the end of the SE mole. The beacon on the end of the SE mole was a 5 sec. red flashing light. On the SE end of the middle breakwater (item 4) there was a 5 sec. green flashing beacon. Anchorage (item 5) for all seagoing vessels was along the south side of the middle breakwater. The numerous wrecks in this area have been cleared out.

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b. Facilities

Quarantine Harbor - The SE end of this basin is the coal handling area (item 6). There are two berths. Each berth has two 3-ton movable cranes. There is a small repair shipyard (item 7) in the south end of the basin. The rest of the basin handles cargo and wood.

Platononski Mole - Used for handling wood. The south side has two 3-ton cranes and the north side has three 3-ton cranes.

New Harbor - Primary purpose not known. The west quay has two 3-ton cranes. The south side and north side of the mole have two 3-ton cranes each.

c. Miscellaneous

[redacted] approximately 5,000 workers are employed

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d. Cape Fontana

[redacted] in addition to the lighthouse, a radio station and a searchlight installation. [redacted] installations which appeared to be coastal artillery units, but he did not actually see any guns.

2. Novorossiysk Harbor, as of 1952 (see Annex B)

a. Approach

Direct onto red buoy (5 sm, 153°T from Novorossiysk Light). Then 3330T to green beacon (2 sm, 153°T from same light), marking entrance. [redacted] this is the only fairway because there is considerable mining in this area. He said ships should approach the red buoy holding Doob Point 15° relative on the starboard bow.

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b. Fortifications

NW from the red buoy, [redacted] 16 coastal guns. There are also flak emplacements visible. The area is full of military personnel and casernes. Coastal artillery units are apparently also based on Doob Point, but nothing further was known.

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c. Facilities

The only large pier (item 1) on the east side of the harbor appeared to be in operation. The pier was about 300 m long and had four 3-ton cranes on each side. There was also one pier (item 2) on the west side, which did not appear operational.

[redacted] There was also a 5,000-ton floating dock (item 3) in the large western basin.

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d. Miscellaneous

[redacted] salvage work in progress removing wrecks (item 4) along the five-fathom line on the east side of the harbor.

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A primitive shipyard (item 5) was observed. Only one wooden building could be seen. No docks, marine railways, etc. were observed.

No naval vessels were observed. A few harbor patrol boats were seen tied up in the cement pier area (item 6).

No radar antennae were observed.

All in all the harbor appeared to be quite dead. [redacted]

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e. Beaches

Only the beaches on either side of Sudzhukskya Point appeared suitable for amphibious landings.

3. Batumi Harbor

In 1951 Batumi looked like a deserted harbor. The hundreds of oil tanks looked extremely rusty and unused. [redacted]

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The eastern side of the petroleum harbor is in very poor condition and water depth is very low. Ships could not tie up in this area. [redacted] ship tied up in the southeast corner of the petroleum harbor, where there is about 150 m of usable quay area. There were a few $\frac{1}{2}$ - 3 ton motor cranes in this area.

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The beach area from the Bartskhana River northward to M. Tsikhisdziri appeared to be very good for amphibious landings. The area around the mouth of the Yanouc River appeared to be the best.

The prevailing wind seems to be mostly from the southeast off the mountains.

4. Poti Harbor as of 1951 (see Annex C)

a. Approach

A white lighted buoy flashing every 5 sec. (item 2) located 500 m SSE from end of northern mole marks the entrance to the harbor.

b. Observations

The north mole has been lengthened to curve around the end of the south mole (see item 1).

First basin - (item 3) [redacted]

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Second basin - (item 4) - A floating dock (item 5) was tied up in the east end of this basin. It appeared to be about a 10,000-ton dock. Ships could tie up on either the north or south side of this basin. No cranes or warehouses visible in the area of this basin.

No operational Russian ships were seen. No fortifications of any kind and no special installations were observed. Everything in the harbor appeared old and rusty.

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5. The only Russian naval ship observed [] was in the spring of 1952. During a bad storm en route from Novorossiysk to Constanta, southeast of Sevastopol []

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[] a Russian cruiser southwest [] steaming at high speed toward Sevastopol. []

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The cruiser hull looked like the French Dunkirk [] class and the superstructure was similar to that of the Graf Spee. It allegedly had 4-gun turrets, two forward and one aft.

Annex A - Layout of Odessa Harbor, as of October 1953.

Annex B - Layout of Novorossiysk Harbor, as of 1952.

Annex C - Layout of Poti Harbor, as of 1951.

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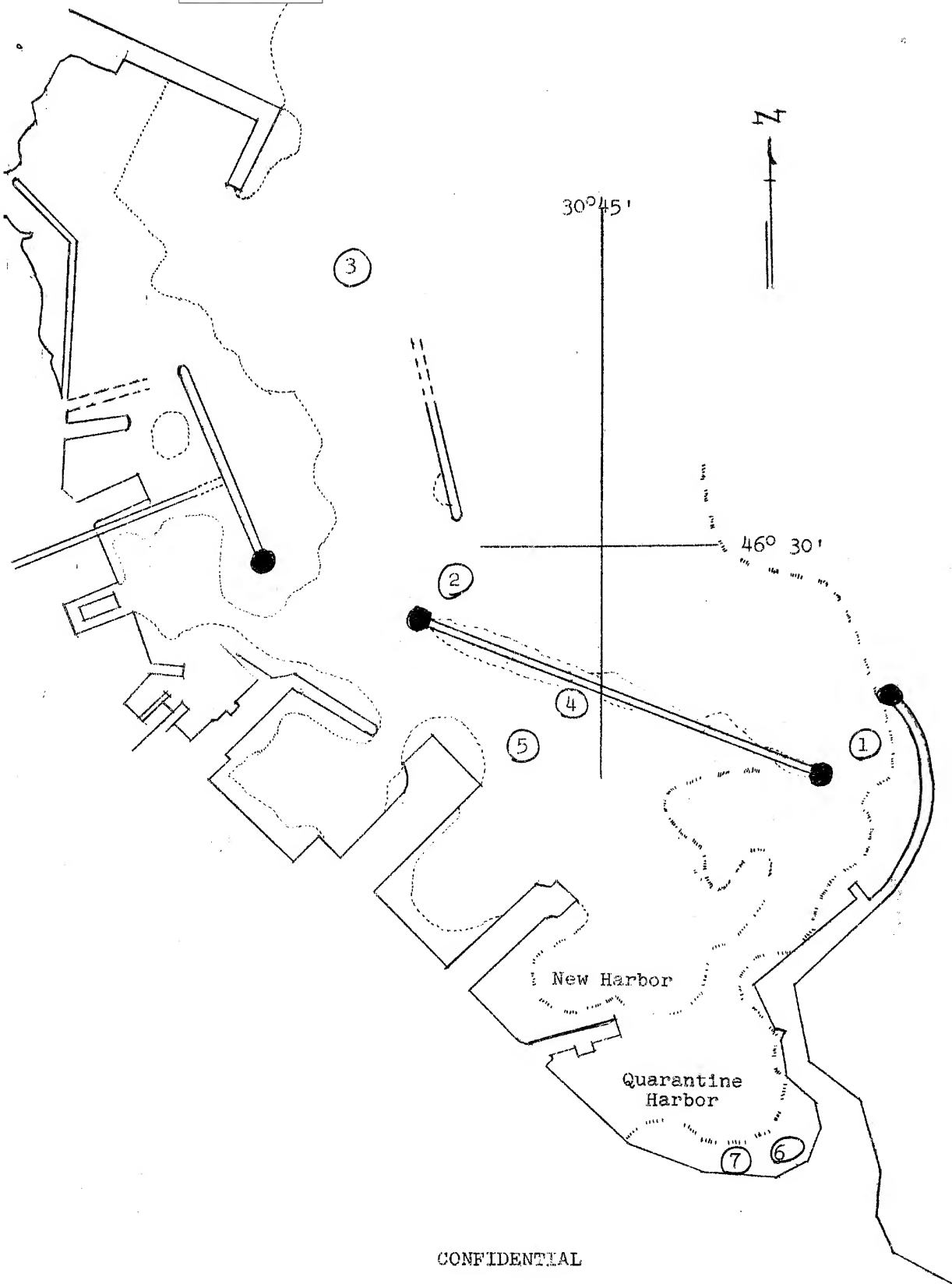
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Annex A -- Layout of Odessa Harbor, as of October 1953

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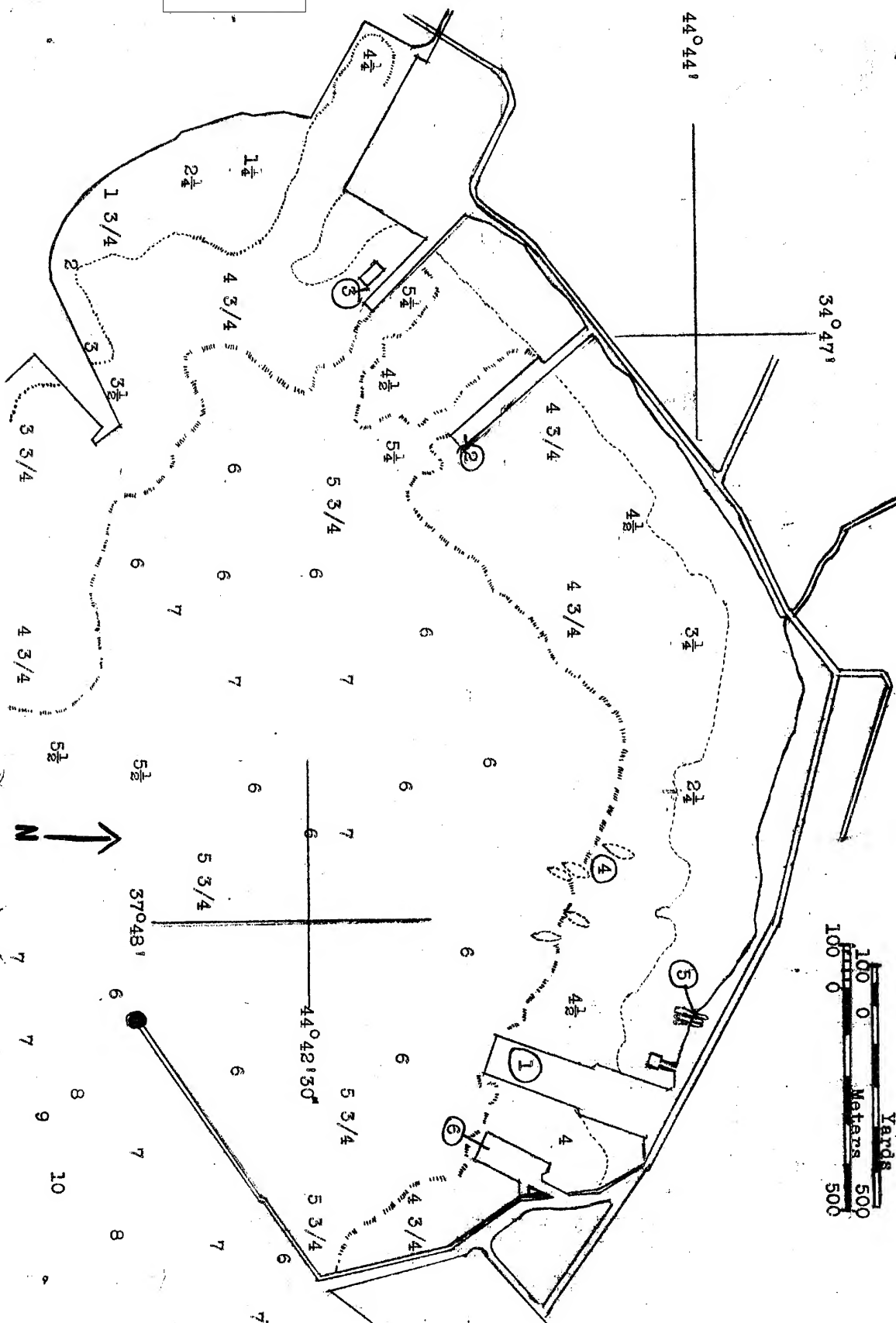
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Annex B - Layout of Novorossiysk Harbor, as of 1952,

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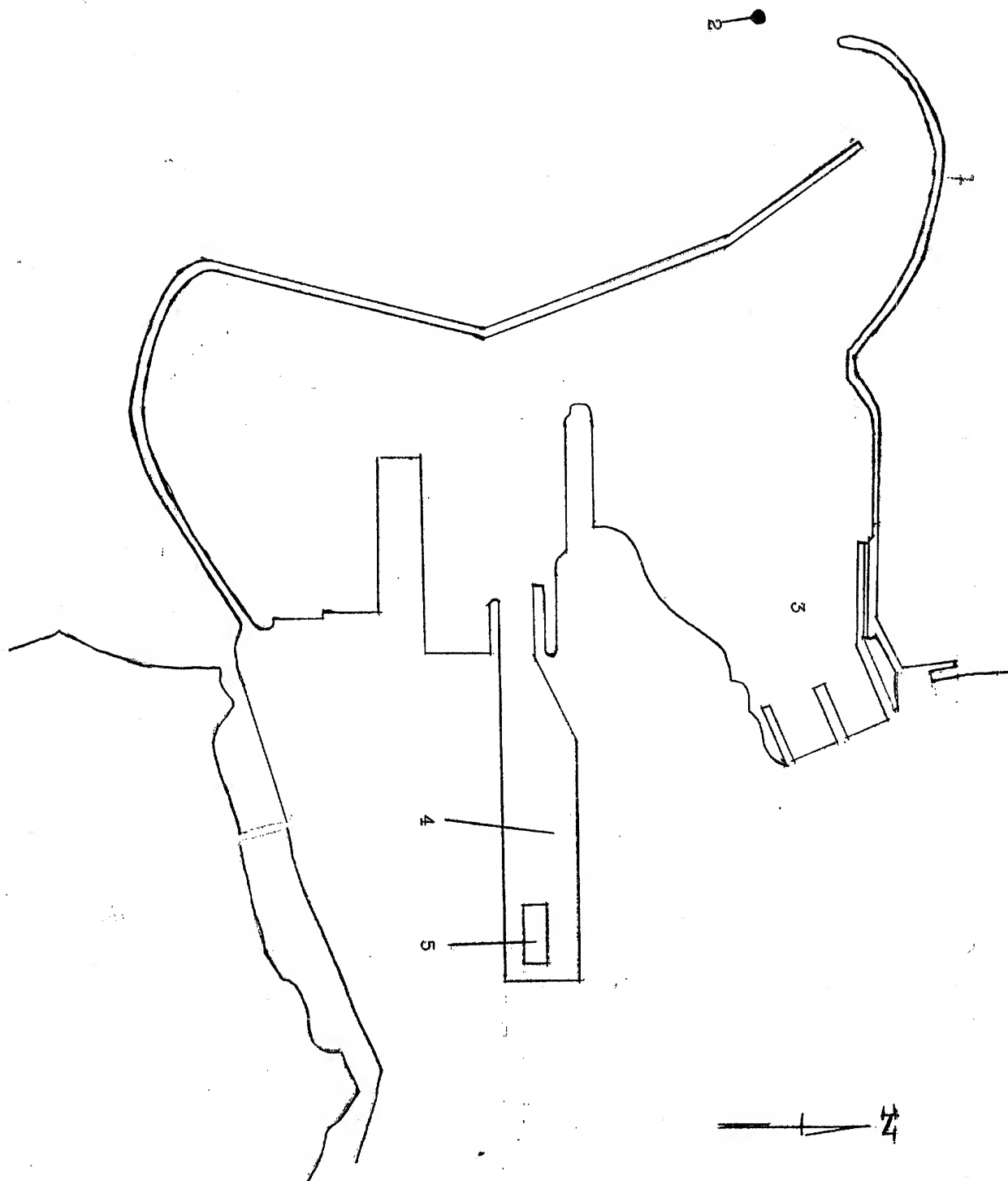
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Annex C - Layout of Poti Harbor, as of 1951

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